



Implementation of MAP-21

MCEA Board of Directors
July 8, 2013

Your Destination...Our Priority



MAP-21 Workshop

MAP-21: Moving Ahead for Progress in the 21st Century

MnDOT Review

Monday, Sept.17, 2012

Marriott Minneapolis Northwest

Brooklyn Center

8:30 am – 4:00 pm

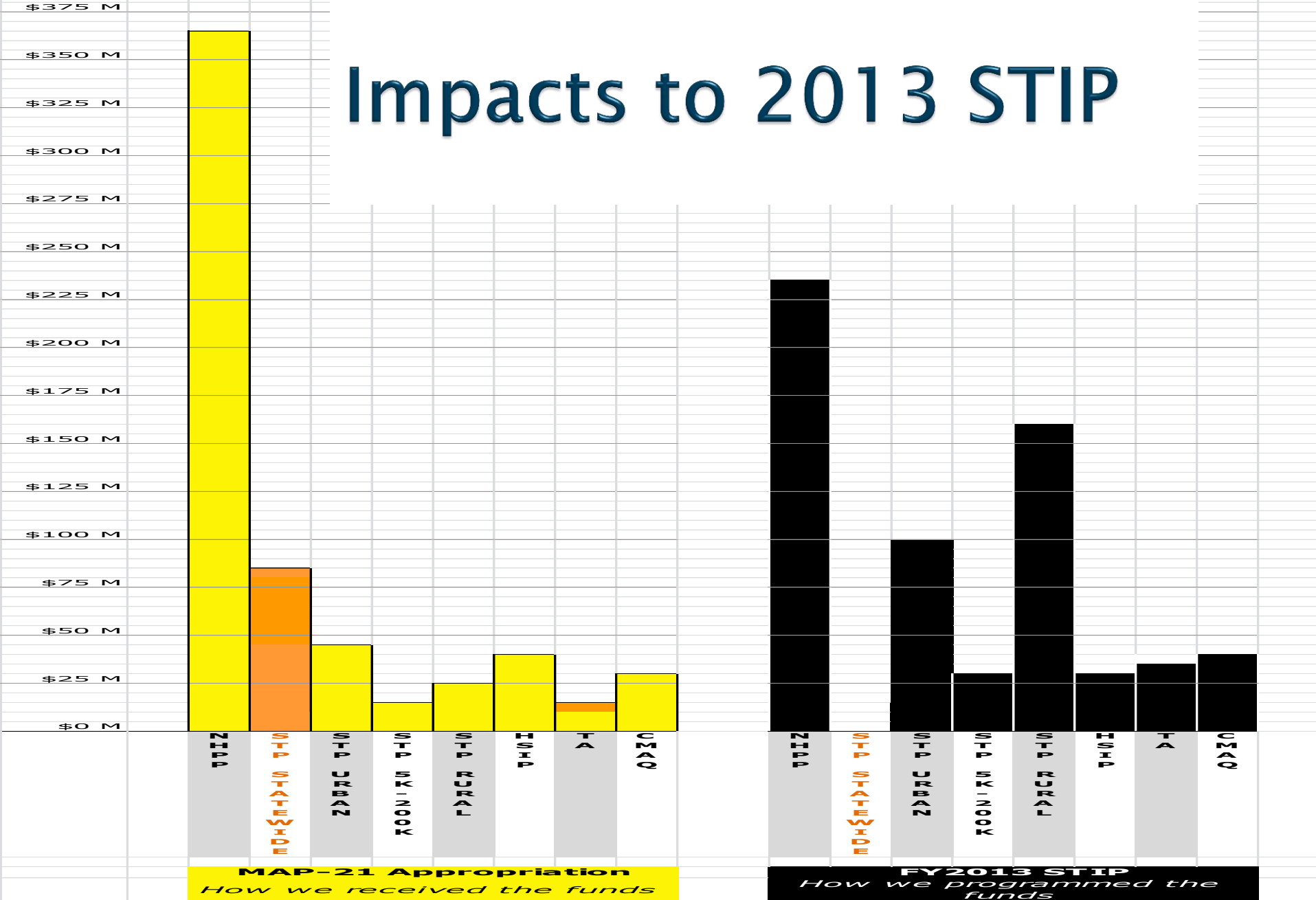


Transition from SAFETEA-LU to MAP-21 *(\$ in millions)*

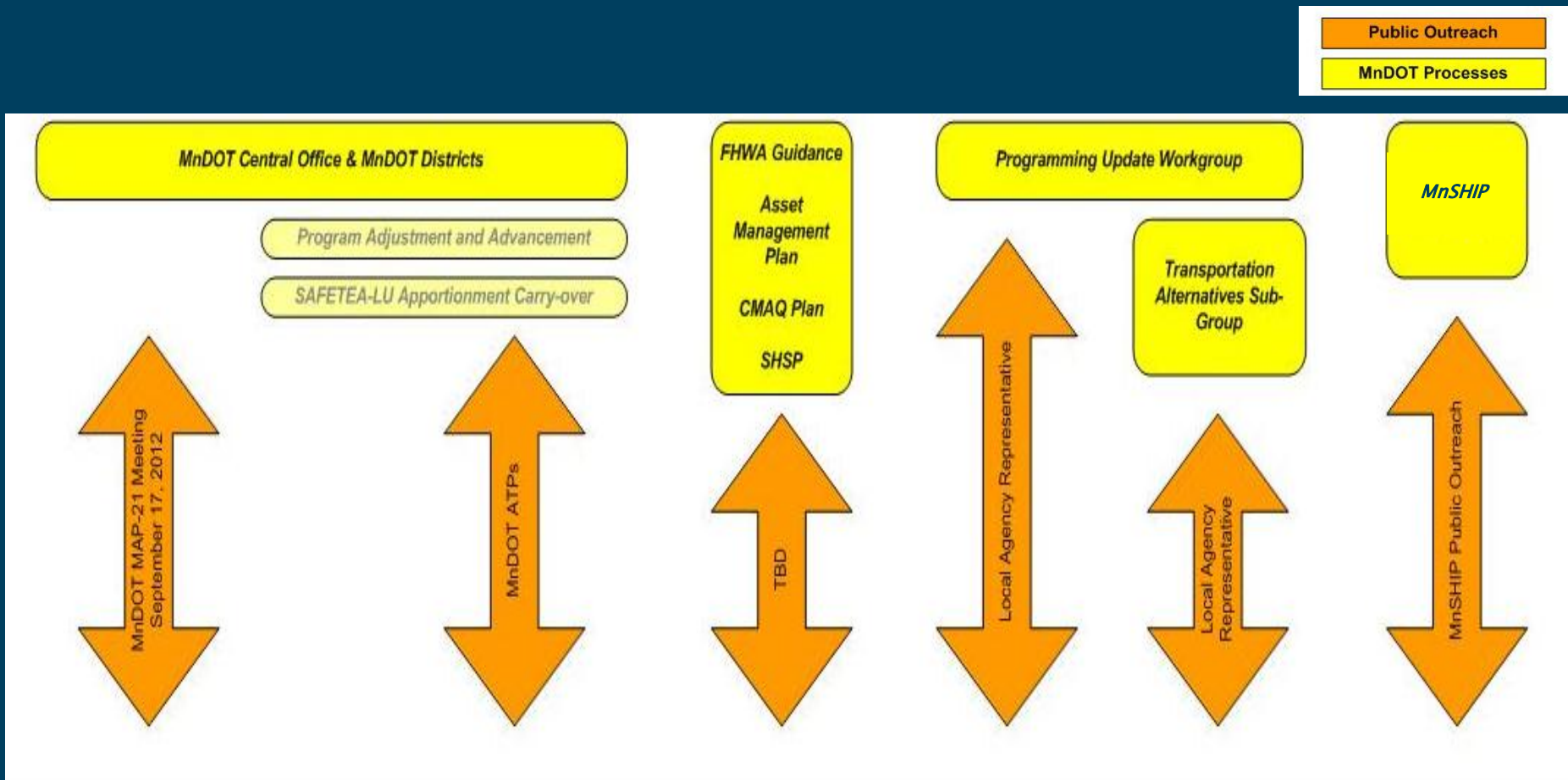
MAP-21 Programs	SAFETEA-LU Programs	FY 2012	FY 2013
National Highway Performance Program (NHPP)	Interstate Maintenance, Bridge, National Highway System	\$308	\$365
Surface Transportation Program (STP)	STP (less Enhancements), Off-System Bridges, Coordinated Border	\$180	\$168
Highway Safety Improvement Program (HSIP)	HSIP, Rail	\$35	\$40
Congestion Mitigation and Air Quality (CMAQ)	CMAQ	\$32	\$31
Metropolitan Planning	Metropolitan Planning	\$4	\$4
Transportation Alternatives (TA)	Safe Routes to Schools, Recreational Trails, Enhancements, Other TA	\$24	\$17
N/A	Equity Bonus	\$42	\$0
Total Apportionment		\$625	\$625



Impacts to 2013 STIP



MAP-21 – MnDOT's Approach to Programming/Investment Planning



Programming Update Workgroup

Formed by MnDOT to
implement MAP-21

Name	Representing
Mark Gieseke	MnDOT OCPPM
Scott McBride	MnDOT Metro District Engineer
Jody Martinson	MnDOT District Engineers
Pat Bursaw	MnDOT Metro District
Todd Broadwell	MnDOT District 8
Lisa Bigham	MnDOT District 7
Greg Paulson	MnDOT District 6
Shiloh Wahl	MnDOT District 4
Terry Humbert	MnDOT District 3
Joe McKinnon	MnDOT District 2
Bryan Anderson	MnDOT District 1
Brian Gage	MnDOT OCPPM
Patrick Weidemann	MnDOT OCPPM
Deanna Belden	MnDOT OCPPM
Koryn Zewers	MnDOT OCPPM
Keith Shannon	MnDOT Materials Office
Nancy Daubenberger	MnDOT Bridge Office
Sue Groth	MnDOT Traffic Office
Mark Nelson	MnDOT OSMP
Bill Gardner	MnDOT Freight Office
Mike Schadauer	MnDOT Transit Office
Merry Daher	MnDOT State Aid Office
Kevin Gutknecht	MnDOT Communications Office
Karla Rains	MnDOT Customer Relations
Serge Phillips	MnDOT Government Affairs
Amy Vennewitz	Metropolitan Council
Phil Wheeler	Greater Minnesota MPOs
Jake Huebsch	Reg. Development Commissions
Lezlie Vermillion	Metro County Engineer
Mark Sehr	Greater Mn County Engineer
John Welle	Greater Minnesota City Engineer
Steve Bot	City Engineer



Workgroup Charge Short Term

1. Provide recommendations to TPIC on investment direction for the 2014–17 STIP (due to TPIC before November 27, 2012). Consider recommendations on the following:
 - A. How to honor commitments in the STIP.
 - B. How to address over and under-programming in the new program categories.
 - C. What should be the interim program mix.
 - D. How do we transition to the new mix.



Workgroup Charge Long Term

2. Review MAP-21 and policy questions, identify policy issues, and make recommendations to TPIC.



Guiding Principles

- ▶ MAP-21 represents a change in the goals of the Federal program. Minnesota agrees with the spirit of MAP-21.
- ▶ Minnesota presumes that MAP-21 concepts will continue in the reauthorization, and so we will make long-term preparations to meet MAP-21 requirements.



Guiding Principles

- ▶ Minnesota will steer the mix of projects in the current STIP toward the MAP-21 program category levels.
- ▶ MnDOT will use available funding flexibility to meet project obligations in FY 13. Flexibility will be managed to ease the transition to MAP-21 programs for as long as possible.
- ▶ MnDOT will not use fund transfers until target objectives are satisfied. Then, funds can be transferred to investment needs with the highest risks.



Guiding Principles

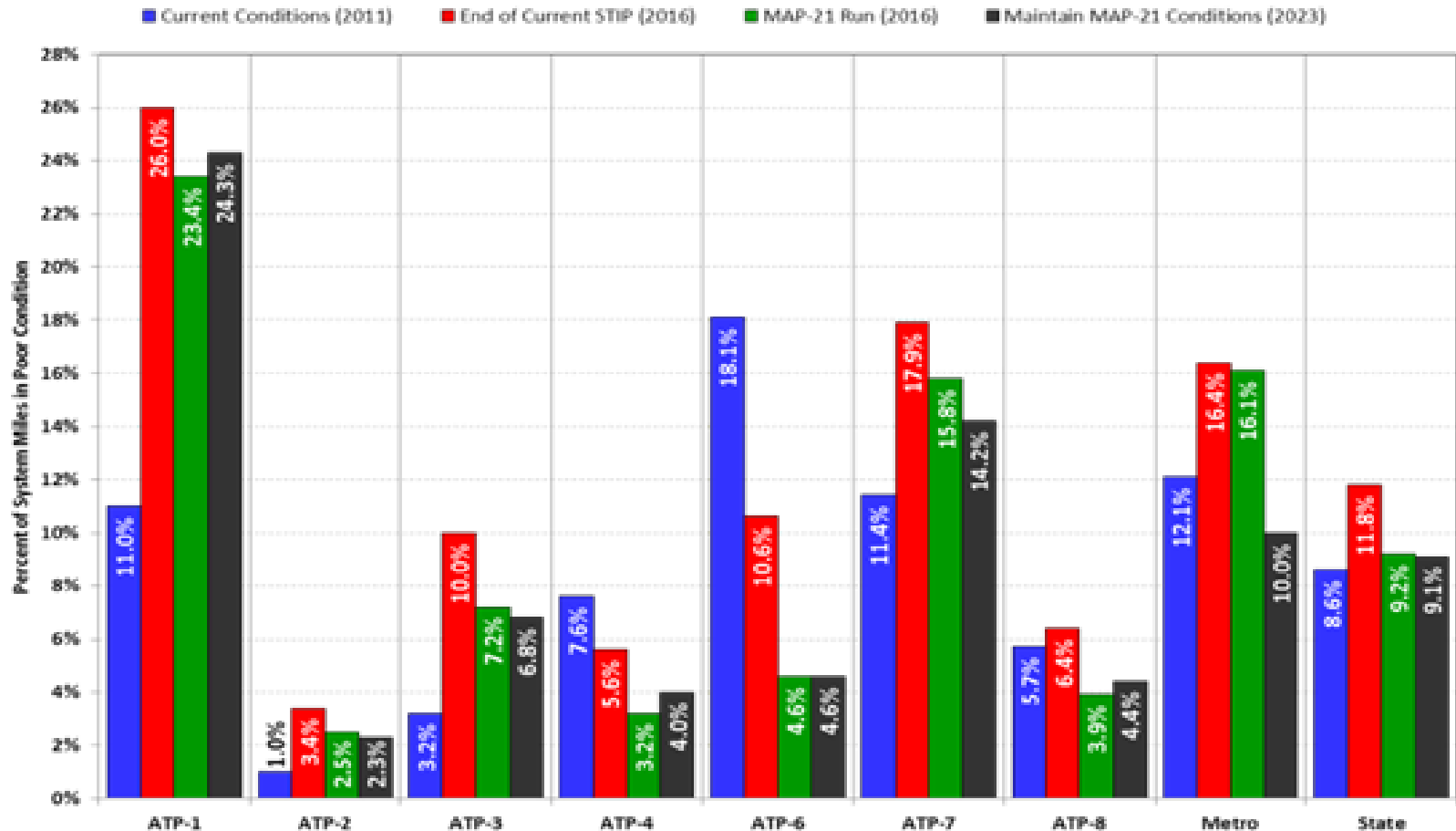
- ▶ Until the due process determines otherwise, Minnesota will follow the MAP-21 suggested distribution of funds and historical distributions. MnDOT will not take over funding categories nor will money be flexed away from the NHPP for the sole purpose of maintaining the historical 70/30 split between MnDOT and locals.
- ▶ There is still a role for the ATP. MnDOT will encourage decision making at the ATP level wherever possible.



The Pavement Tells the Story

Current and Predicted Non-NHS Conditions

(percent of miles in POOR condition, RQI <= 2.0)



The State and Local Split

ATP	Total federal funds	Set-aside amount incl. HSIP	NOT INCLUDING SET-ASIDES				TOTAL (including set-asides and HSIP)			
			Cities/ Counties amount	share	MnDOT amount	share	Local agencies amount	share	MnDOT amount	share
1	\$41.9 M	\$5.95 M	\$7.91 M	22%	\$28.14 M	78%	\$13.27 M	32%	\$28.73 M	69%
2	\$23.3 M	\$2.30 M	\$5.04 M	24%	\$15.96 M	76%	\$6.99 M	30%	\$16.31 M	70%
3	\$40.0 M	\$2.99 M	\$9.25 M	25%	\$27.76 M	75%	\$11.12 M	28%	\$28.88 M	72%
4	\$24.9 M	\$2.19 M	\$4.88 M	21%	\$17.83 M	79%	\$7.07 M	28%	\$17.83 M	72%
6	\$45.2 M	\$5.66 M	\$9.89 M	25%	\$29.66 M	75%	\$14.62 M	32%	\$30.59 M	68%
7	\$25.7 M	\$2.26 M	\$3.58 M	15%	\$19.86 M	85%	\$5.84 M	23%	\$19.86 M	77%
8	\$22.1 M	\$1.10 M	\$5.04 M	24%	\$15.96 M	76%	\$5.70 M	26%	\$16.40 M	74%
M	\$169.2 M									



2014-17 Draft STIP Analysis

Distribution of Federal Formula Funds* (\$ millions)



ATPs (including ATP C)	2014	2015	2016	2017
Local	174.7	175.0	160.5	152.5
MnDOT	400.7	387.4	413.1	397.8
Total	575.4	562.4	573.6	550.3
% Local	30%	31%	28%	24%
% MnDOT	70%	69%	72%	76%
Federal Formula Funds	532.7	536.7	536.7	536.7
Equity Bonus (SAFTEA-LU)	28.4	41.6	NA	NA
Difference (Over-Programmed)	(14.3)	15.9	(36.9)	(13.6)

* Does Not Include Advanced Construction (AC) and Other FHWA



Creating a New Program Structure

PROGRAMMING UPDATE WORK GROUP FY 2014 to 2016 Program Imbalance (NHPP and STP)

National Highway Performance Program (NHPP)

FY2014-2016 NHPP Funding:

Apportionment	\$368.5 M
Obligation (90%)	\$332 M
Obligation (90%) over three years	\$996 M

FY2014-2016 Program from FY2013-2016 STIP (three year total):

Chapter 152 Bridges	\$126 M
Pavement	\$170 M
Other Bridge	\$184 M
Metro Mobility	\$93 M
Other	\$57 M
Total NHPP eligible projects	\$630 M

Investments to Meet Anticipated MAP-21 Targets:

Pavement (2% Poor IS, 3% Poor NHS)	\$217 M
Bridge	\$0 M

Uncommitted NHPP Funds:

<i>Uncommitted NHPP Funds</i>	<i>\$149 M</i>
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STP – Statewide

FY2014-2016 STP – Statewide Funding:

Apportionment	\$85 M
Obligation (90%) annually	\$76 M
Obligation (90%) over 3 years	\$228 M

FY14-16 Program from FY13-16 STIP (3-yr total):

Pavement	\$240 M
Bridge	\$41 M
<u>Other</u>	<u>\$49 M</u>
Total STP eligible TH projects	\$330 M

Setasides (3-yr total):

Mandated Off-System Bridges	\$14 M
District C	\$45 M

Additional Funds needed (3-yr total):

Gap	\$161 M
<i>Pavement (to meet targets)</i>	<i>\$58 M</i>

STP – Population Allocation

FY2014-2016 STP – Pop. Allocation Funding:

Apportionment	\$85 M
Obligation (90%) annually	\$76 M
Metro (54.7%) over 3 years	\$125 M
<u>Gtr MN (45.3%) over 3 years</u>	<u>\$103 M</u>
Total Obligation over 3 years	\$228 M

FY14-16 Program from FY13-16 STIP (3-yr total):

Metro ATP	\$132 M
<u>Greater MN ATPs</u>	<u>\$156 M</u>
Total STP eligible non-TH projects	\$288 M

Setasides (3-yr total):

None	\$0 M
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Additional Funds needed (3-yr total):

Gap	\$60 M
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MAP-21 Federal and MnDOT State Revenue (excluding Bonds)

Federal Funds	(\$625.9 M@ 90% Obligation)	\$563.3 M
State Funds		\$290.0 M
Total		\$853.3 M



The Statewide Performance Program

Statewide Performance Program	\$408.3 M	
NHS Bridges to Maintain <10% SD Target	\$80.0 M	<i>includes \$16.0 M state match</i>
Interstate Pavement to Maintain at 2% Poor	\$40.0 M	<i>includes \$4.0 M state match</i>
NHS Pavement at 4% Poor	\$115.0 M	<i>includes \$23.0 M state match</i>
Metro Reliability for NHS Performance	\$56.0 M	<i>includes \$8.4 M state match</i>
CIMS and TED	\$20.0 M	<i>state funds</i>
Major RCIPs (US 14, TH 371, TH 60, et.al.)	\$15.0 M	<i>state funds</i>
164 Sanction Funds to DPS	\$6.9 M	
164 Sanction Funds returned to MnDOT OTST	\$6.9 M	
State Planning & Research (SP&R)	\$12.2 M	
District C - Statewide Programming	\$25.0 M	<i>includes \$10.0 M state match</i>
District C - Statewide Transportation Alternatives	\$10.0 M	
District C - Destination Innovation Program (DI)	\$10.0 M	<i>state funds</i>
<i>STP-Off-System Bridges</i>	\$4.5 M	
<i>Recreational Trail - TAP Funds to DNR</i>	\$2.0 M	
<i>HSIP-Railroad Grade Crossings</i>	\$4.9 M	



The District Risk Managed Program

District Risk Management Program									\$311.4 M
38% HSIP Distributed by share of Fatal and Serious Injury Crashes									\$11.8 M
40% Non-Principal Arterial Condition / 60% Total System Size, VMT, and HCVM									\$299.6 M
Program	ATP 1	ATP 2	ATP 3	ATP 4	ATP 6	ATP 7	ATP 8	Metro	Total
Federal Funds (HSIP Goal)	\$1.2 M	\$0.7 M	\$1.9 M	\$0.9 M	\$1.4 M	\$1.0 M	\$1.0 M	\$3.7 M	\$11.8 M
Program	ATP 1	ATP 2	ATP 3	ATP 4	ATP 6	ATP 7	ATP 8	Metro	Total
Federal Funds (STP)	\$20.2 M	\$7.7 M	\$12.4 M	\$8.8 M	\$11.6 M	\$12.2 M	\$7.4 M	\$35.6 M	\$116.0 M
State Funds	\$31.9 M	\$12.1 M	\$19.7 M	\$14.0 M	\$18.4 M	\$19.3 M	\$11.8 M	\$56.4 M	\$183.6 M
TOTAL	\$52.1 M	\$19.8 M	\$32.1 M	\$22.8 M	\$30.0 M	\$31.5 M	\$19.2 M	\$92.0 M	\$299.6 M
Share	17.4%	6.6%	10.7%	7.6%	10.0%	10.5%	6.4%	30.7%	100.0%



The ATP Managed Program

Approach: The ATP share of Federal Funds for FY 2017 will be available for use on local jurisdictions' roads or other ATP priorities (e.g., Trunk Highways, Transit, Enhancements). Below is a summary of the total funding, and an estimated breakdown by ATP.

ATP Managed Federal Funds

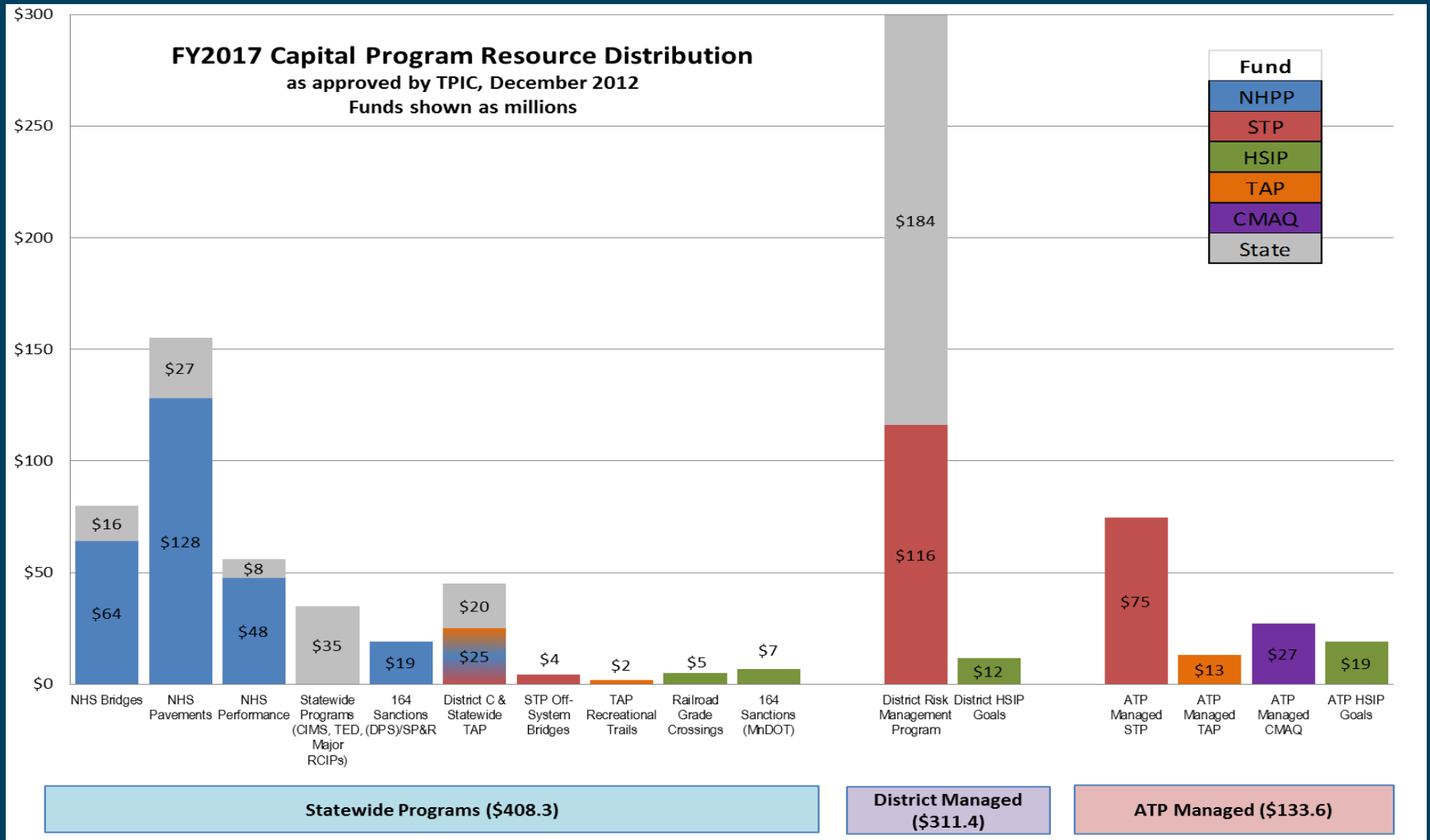
\$133.6 M

50% STP distributed by share of population	\$74.6 M
100% TAP distributed by share of population	\$13.0 M
62% HSIP distributed by share of Fatal and Serious Injuries Crashes	\$18.9 M
100% CMAQ distributed to Metropolitan Council	\$27.1 M

Federal Program	ATP 1	ATP 2	ATP 3	ATP 4	ATP 6	ATP 7	ATP 8	Metro	Total
STP – by Pop	\$5.0 M	\$2.3 M	\$9.1 M	\$3.4 M	\$7.0 M	\$4.0 M	\$3.0 M	\$40.8 M	\$74.6 M
TAP	\$0.9 M	\$0.4 M	\$1.6 M	\$0.6 M	\$1.2 M	\$0.7 M	\$0.5 M	\$7.1 M	\$13.0 M
HSIP	\$1.3 M	\$0.8 M	\$2.6 M	\$1.1 M	\$2.2 M	\$1.4 M	\$1.1 M	\$8.3 M	\$18.9 M
CMAQ	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$27.1 M	\$27.1 M
TOTAL	\$7.2 M	\$3.6 M	\$13.3 M	\$5.1 M	\$10.4 M	\$6.1 M	\$4.7 M	\$83.3 M	\$133.6 M



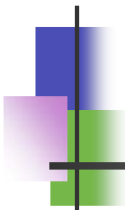
FY 2017 Program Distribution



FY 2013-2016 DRAFT STIP

Distribution of Federal Formula Funds*

(\$ millions)

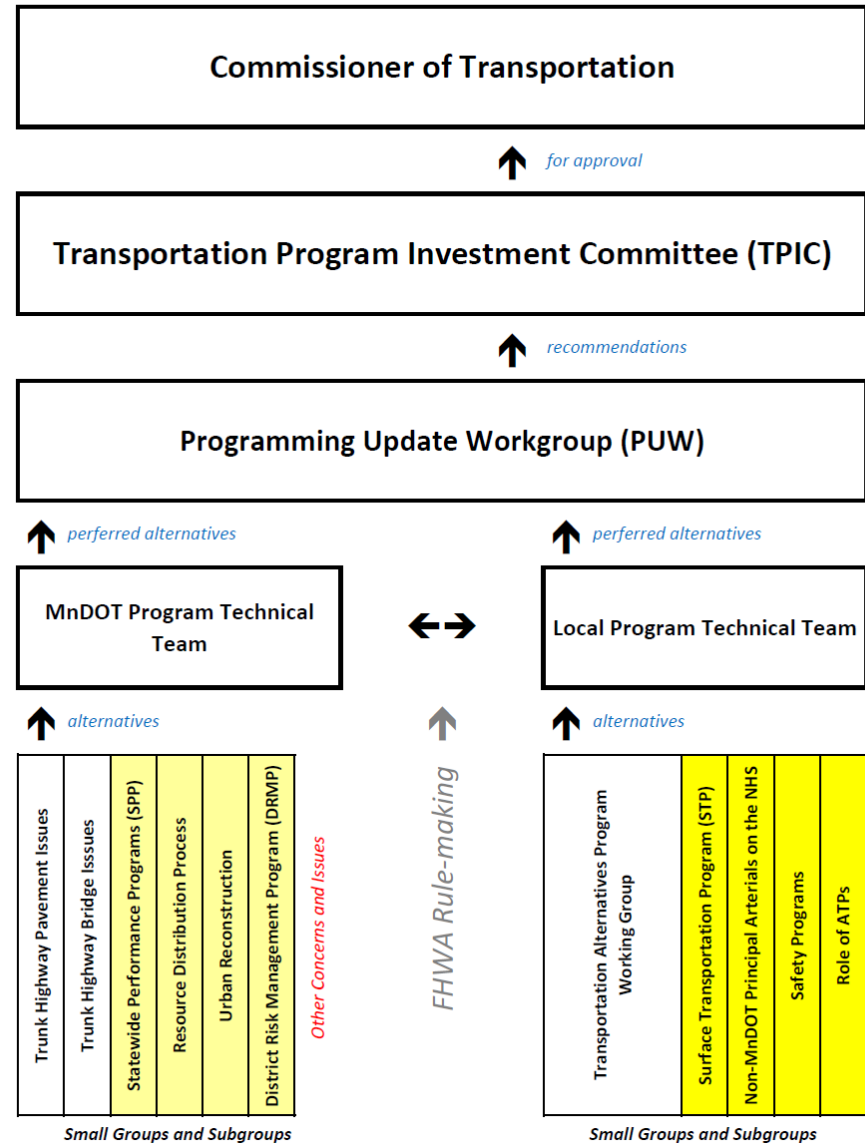


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Answering the Tough Questions

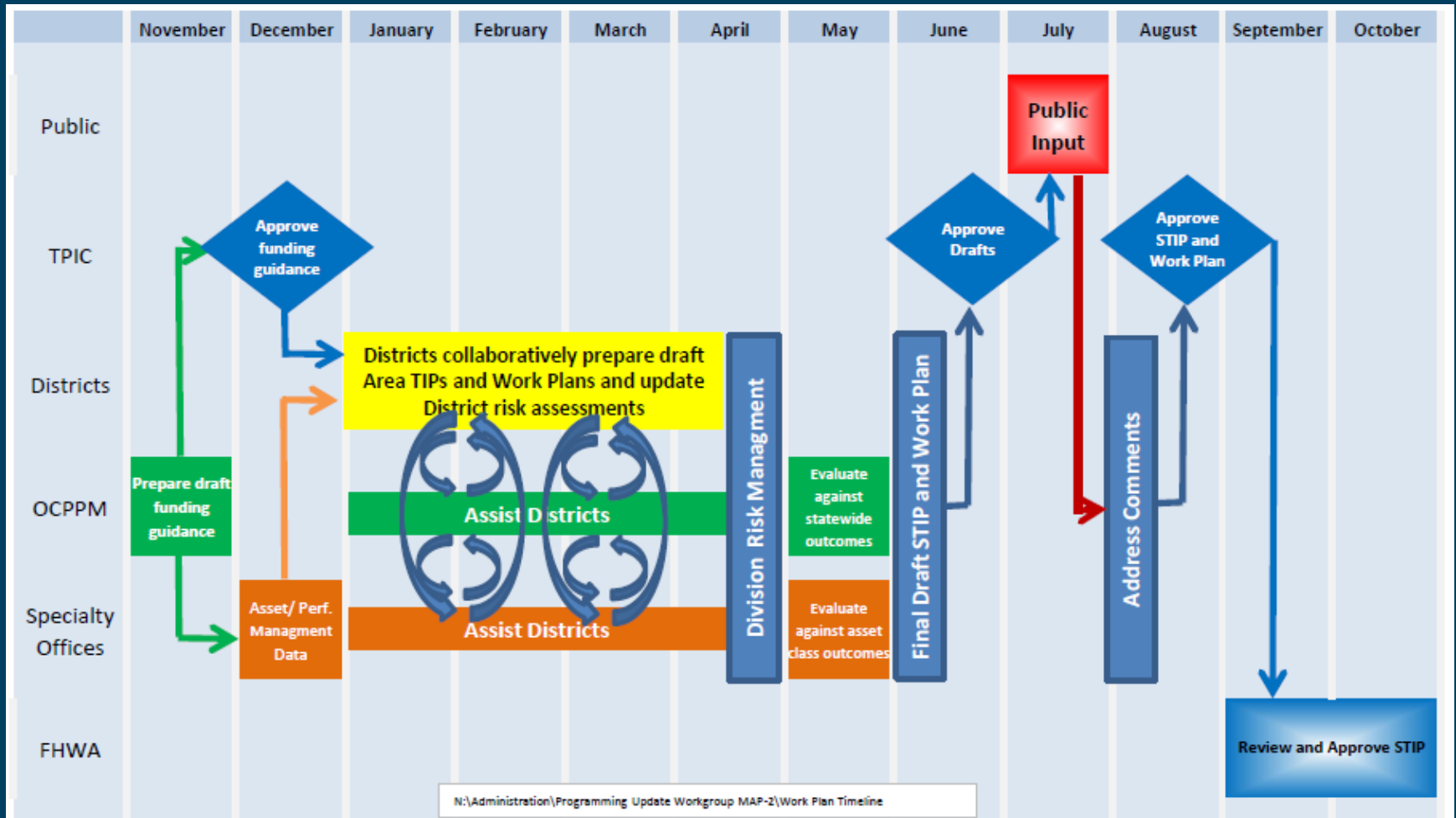


The Local Program Technical Team

Scott Mareck	St. Cloud APO	Phil Wheeler	Rochester MPO
Wade Kline	Fargo-Moorhead MPO	Earl Haugen	Grand Forks MPO
Paul Vogel	Mankato MPO	Ron Chicka	Duluth MPO
Connie Kozlak	Metropolitan Council	Kevin Roggenbuck	Metropolitan Council
Jon Mason	Arrowhead RDC	Josh Pearson	Headwater RDC
Troy Schroeder	NW RDC	Robert Bollenbeck	East Central RDC
Lindsey Knutson	UMVRDC	Donn Winckler	MMRDC
Annette Bair	SWRDC	Rhonda Hiller-Fjeldberg	Region 9 RDC
	Region 5 RDC	Wayne Hurley	West Central Initiative
Lezlie Vermillion	Metro County Engineer	Steve Bot	City Engineer
Mark Sehr	GM County Engineer		
John Welle	GM County Engineer		
	GM Urban Transit Rep.		GM Rural Transit Rep.
Bryan Anderson	MnDOT District 1	Joe McKinnon	MnDOT District 2
Steve Voss	MnDOT District 3	Bridget Miller	MnDOT District 4
Mark Schoenfelder	MnDOT District 6	Lisa Bigham	MnDOT District 7
Mary Safgren	MnDOT District 8	Paul Czech	MnDOT Metro District
Brian Isaacson	MnDOT Metro District	Pat Bursaw	MnDOT Metro District
Mark Gieseke	MnDOT OCPPM	Mark Nelson	MnDOT OSMP
Deanna Belden	MnDOT OCPPM	Koryn Zewers	MnDOT OCPPM
Chris Berrens	MnDOT OCPPM	Carol Zoff	MnDOT Environmental
Mike Schadauer	MnDOT Transit	Mary Daher	MnDOT State Aid
Scott McBride	MnDOT Engineer Liaison	Tom Faella	La Crosse Area MPO
Amy Vennewitz	Met Council	Bobbi Retzlaff	MnDOT OSMP
		Katey Caskey	MnDOT OSMP

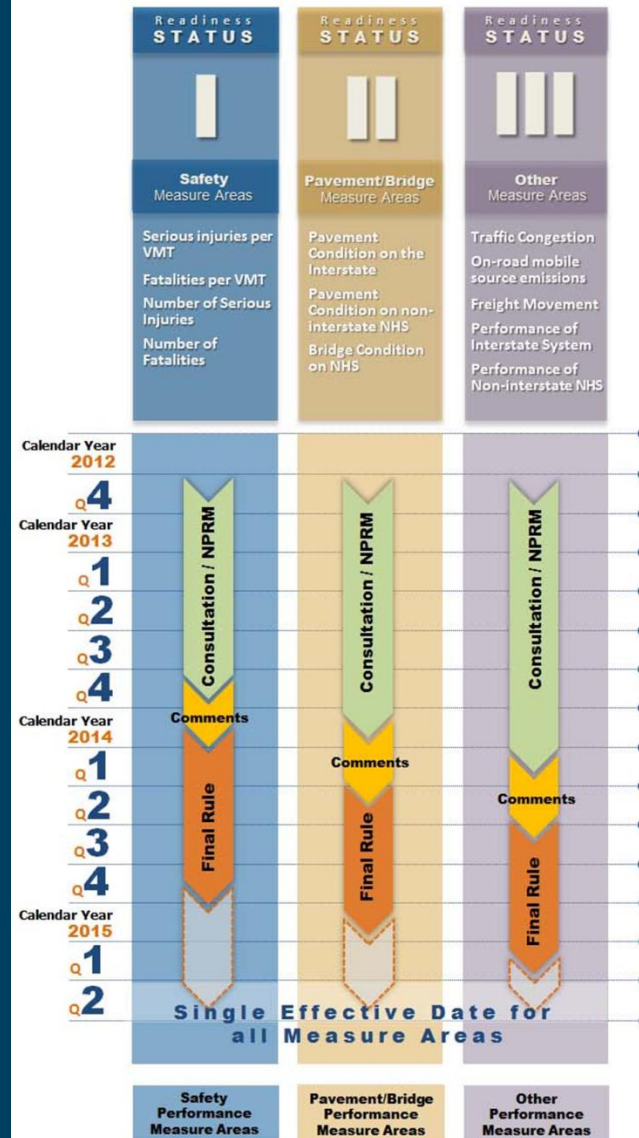


Annual STIP and Work Plan Timeline



Federal Rulemaking Schedule for MAP-21

Transportation Performance Management GENERAL SCHEDULE for IMPLEMENTATION



Questions?

Mark Gieseke

Capital Programs and Performance Measures

651-366-3770

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